



King County

ADDENDUM To the
Final Environmental Impact Statement
for
North Bend Gravel Operation
Updated Visual Analysis

King County
Department of Development and Environmental Services

August 12, 2005

Prepared in Compliance with

The Washington State Environmental Policy Act of 1971
Chapter 43.21C Revised Code of Washington
Chapter 197-11, Washington Administrative Code
Revised SEPA Guidelines, Effective April 4, 1984
And
Chapter 20.44, King County Code

Date of Issuance: August 12, 2005

Responsible Official:

A handwritten signature in black ink, reading "Lisa Dinsmore". The signature is fluid and cursive, with the first name "Lisa" and last name "Dinsmore" clearly distinguishable.

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Fact Sheet

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Proposed Action: Approval of a revised conveyor alignment and phases 5 through 10 of a phased extraction of sand and gravel.

Approvals Required: Grading Permit Revision L04RE043

Date of Final Action: August 12, 2005

EIS Addendum Prepared by: Barbara Heavey, Project Program Manager III
Current Planning Section
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Location of Background Data & Supporting Documents: Department of Development and Environmental Services
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Date of Issuance: August 12, 2005

1.0 Summary

This addendum analyzes the view impacts of the revised conveyor alignment. The revised alignment is approximately 900 feet longer than the alignment studied in the Final Environmental Impact Statement (FEIS). The primary distinctions between the conveyor alignment analyzed in the FEIS and the revised alignment are the locations of the termini at the upper and lower mining areas, the use of different technology that allows more flexibility of the alignment route and the height of the conveyor support structure. The alignment will utilize both elevated segments and below grade segments to span the steeper portions of the slope, resulting in less overall clearing and grading.

Overall, the visual impacts of the revised alignment are substantially similar to the visual impacts identified for the alignment analyzed in the FEIS. Individual viewpoints may experience slightly altered perspectives that in some cases reduce the visual impacts and in others may increase the visual impacts. Elevating the structure will not increase visual impacts from any viewpoint. Viewpoints with an "in line" view will not perceive the elevation and may actually experience less impacts due to the retention of existing vegetation under the elevated portions. Side views of the elevated segments will be obscured by vegetation.

This addendum provides additional information and analysis and does not substantially change the analysis of significant impacts and alternatives in the environmental documents referenced in this addendum. No additional mitigation measures are identified.

2.0 Description of the Proposal

The proposal is by Cadman, Inc. to extract sand and gravel on property located east of the city of North Bend, north of the I-90 corridor. The environmental impacts of the proposal were evaluated in the Draft Environmental Impact Statement (DEIS) issued on June 15, 2000, the FEIS issued on December 19, 2001 and the Addendum to the Final Environmental Impact Statement Updated Noise Analysis issued March 4, 2003.

The proposal is for a phased extraction of sand and gravel from two mine areas identified in the DEIS and FEIS as the lower mining area, phases 1 through 4, and the upper mining area, phases 5 through 10. The lower mining area consists of 115 acres with extraction to occur over a five-year period on approximately 40 acres located generally at the center of the mining area. Mining of the first four phases began in 2003 under King County grading permit L98G0231.

Following completion of extraction on the lower mining area, an operations and processing facility encompassing 25 acres would be constructed on the excavated floor, approximately 40 to 70 feet below the pre-extraction grade. The upper mining area consists of 578 acres with extraction to occur over a 20-year period on 260 acres set back approximately 100 feet from the western lip of Grouse Ridge. Prior to completing

excavation of the lower mining area, a conveyor belt would be built to move aggregate from the upper mining area to the lower mining area for processing.

2.1 FEIS Conveyor Alignment Proposal

A preliminary grading plan for the conveyor and maintenance road was analyzed in the FEIS in Chapter 3, Soils and Geology and Chapter 12, Aesthetics, Light and Glare. The FEIS contained the following description of the conveyor:

The conveyor would be located in an approximately 20-foot wide corridor that would include the 36-inch to 42-inch conveyor, a maintenance road about 10 to 14 feet wide, a water pipeline under or along the conveyor, and a vegetated swale or drainage ditch on the uphill side of the maintenance road which would serve as drainage control. This corridor width does not include grading of the slopes required to construct the corridor. Following grading, the disturbed areas on both sides of the route would be planted so that vegetation starts to fill in before the conveyor and road are built. The conveyor, approximately 4 to 5 feet above grade, would be covered with a non-reflective metal cap to blend in with vegetation and prevent rain water and debris from mixing with the aggregate material. Diverted surface water runoff would first enter a sediment trap and then a diffusion tube on the downhill side of the conveyor.

A straight conveyor alignment is proposed because a change in conveyor direction would create the potential for aggregate spills at the transfer points. The alignment stretches approximately 5,300 feet and rises 800 feet in elevation. Maximum slope of the alignment would be about 17 degrees, although a majority of the alignment is less steep. The slope of the conveyor would vary with the topography. Approved mining and processing activities may be allowed on steep slopes under King County Code (KCC).

Based on the available topographic data and the conveyor alignment proposed by Cadman, Inc., URS developed a preliminary grading plan for the conveyor and maintenance road. To accommodate the conveyor and maintenance road, grading, including cut and fill slopes would be required. Cut and fill slopes with 1.5 feet horizontal to 1.0 feet vertical (1.5 H:1V) gradients are proposed. The width of the conveyor cut corridor is estimated to range from 70 feet to 110 feet, with the wider cuts required along the upper 800 feet of the conveyor to cross the steep ridge of the Upper Site portion. The cuts would be up to 25 feet deep. However, Cadman, Inc. may decide to reduce the cut at the crest by elevating the conveyor or placing it in a trench. Within the excavation area, the conveyor would be at 1,535 feet in elevation and then climb out of the mine at about 10 degrees to go over the ridge. The conveyor would be extended in segments within the excavation areas as needed to keep primary crusher close to the working face of the excavation as it moves to the east.

The maintenance road would parallel the conveyor for access to the conveyor along most if (sic) its length. The road would depart from the conveyor alignment in three areas. Cadman, Inc. conducted field reconnaissance with survey crews to determine where the road would depart from the conveyor alignment. These road segments are based on local topographic features such as knobs and avoid the steepest portions of the alignment. In the areas where it departs from the conveyor corridor, the conveyor maintenance road width is estimated at 15 feet, exclusive of any grading, for purposes of analysis in this FEIS. The road would likely be narrower in steep sections and wider in flatter sections. The maintenance road would not be paved and would have minimal vehicle traffic, similar to an access road for a ski lift. The road would pass under the conveyor in two locations, and an existing forest road would pass under the conveyor in one location, providing access for deer and elk.

A pipeline within the conveyor alignment would carry processed water from the lower site portion to the Upper Site portion operations area via a second pipeline for reuse in the processing facilities. Check valves or sensors on the water pipes would be monitored and inspected to detect potential leakage.

Two other conveyor options that would reduce the amount of required grading are being considered by Cadman, Inc. and are briefly described below:

- A conveyor that would utilize box culverts, tunnels, or monopoles to minimize the grading. The maintenance road under this scenario would be similar to that described above.
- A pipe conveyor that would parallel the existing road up the west side of Grouse Ridge. The existing road would require some widening in place to accommodate the conveyor.

The final conveyor design would be determined during permit review.

Weyerhaeuser Company retains the right to necessary operating easements for the sand and gravel operation, according to the MOU. This includes easements for the conveyor, stormwater drainage, utilities, ingress and egress, and other needs.

2.2 Revised Conveyor Alignment Proposal

The proposed revised conveyor alignment follows a slightly curved path 6,200 feet long from the southeast corner of the lower mining area to the southwest corner of the upper mining area. The new alignment is 500 feet south of the FEIS alignment at the lower mining area and 1,500 southeast at the upper mining area. Figure 1-1 illustrates the location of the two alignments.

The proposal is to use a curved belt technology. The alignment will follow a portion of the existing maintenance road. An access road would be installed along the conveyor in segments not adjacent to the existing road.

Three segments of the conveyor, totaling approximately 750 feet, will be elevated above 8 feet in height. The longest span will be approximately 400 feet. Concrete trestles or monopoles located approximately every 80 feet will support the conveyor in these locations. The maximum height of the elevated sections is approximately 25 feet occurring at the downhill end of the longest span.

The remaining sections are below 8 feet in height, on the ground or buried below grade in a vault. The deepest cut below the existing grade would be 22 vertical feet.

Construction of the conveyor and additional access road would disturb approximately 8.3 acres of hillside. The disturbed width of the conveyor corridor, access road and necessary grading for slopes would vary from a minimum width of 15 feet to a maximum of 140 feet. The average width would be approximately 58 feet.

A non-reflective metal cap as described in the FEIS would cover the conveyor.

3.0 Methodology

The analysis of the aesthetic impacts of the proposal is included in the DEIS and was updated in the FEIS in Chapter 12, Aesthetics, Light and Glare and in Appendix K North Bend Gravel Operation Aesthetics Technical Report. The analysis included the visual impacts of the operations at the mining areas to include mining, conveying and processing of sand and gravel. The methodology for analyzing visual impacts included identifying viewpoints from which the mining areas are visible based on comments received during the public scoping process and professional judgment. The existing topographic and vegetative features were photographed from each viewpoint. The features of the proposed project were illustrated on the photographs to visually demonstrate how a particular view is likely to change following implementation of the proposal. Data sources for the visual representation included USGS DEM data, King County GIS Coverage and AutoCAD Drawings from Jones & Jones for the FEIS. The same methodology was used for the Comparative Visual Analysis for this addendum with AutoCAD Drawings from Aspect Consulting.

The analysis in this addendum is based upon the grading plans dated December 20, 2004, the North Bend Gravel Operation Revised Grading Permit Comparative Visual Analysis dated December 2004 revised May 2005 and visits to selected viewpoints and the revised alignment corridor.

3.1 Primary Viewer Groups and Selected Viewpoints

The DEIS and FEIS identified the primary viewer groups as:

- Motorists using I-90 as the freeway approaches and passes adjacent to the mining areas;
- Motorists using area roadways, including North Bend Way;
- Residents in the immediate site vicinity, including those along SE 144th Street, SE Middle Fork Road, SE Lake Dorothy Road, and SE 153rd Street;
- The Lu residence;
- Residents farther from the mining areas, including those residing in the Uplands residential development; and
- Recreational users at viewpoints on the trails in the vicinity.

The largest number of viewers is anticipated to be from motorists using I-90 and recreational users on Mount Si.

The DEIS identified and analyzed 14 viewpoint representative of the primary viewer groups and locations where views could be most affected by proposed mining and processing. The FEIS amended this list to 17 viewpoints. The conveyor alignment analyzed in the FEIS was visible in 10 of the 17 locations. The proposed revised alignment remains visible to some extent in the 10 locations. In addition, the revised alignment is visible from a new viewpoint that was not analyzed in the FEIS. Table 1 lists the viewpoint locations analyzed and indicates when the conveyor is visible.

Table 1. Conveyor Visibility at Selected Viewpoints

DEIS Viewpoint Number	FEIS Viewpoint Number	Viewpoint Name	FEIS Conveyor Visible	Addendum Conveyor Visible
1	1	Mt. Si	yes	yes
2	2	The Uplands	yes	yes
3	3	Middle Fork Road	no	no
4	4	Hahn Residence	yes	yes
5	5	North Bend Way	yes	yes
6	6	I-90 Eastbound	yes	yes
7	7	153 rd St./470 th Pl SE	yes	yes
8	8	I-90 Westbound	no	no
9	9	Iron Horse Trail	no	no
10	10	Lu Residence 1	yes	yes
11	11	Lu Residence 2	yes	yes
12	12	Lu Residence 3	no	no
13	13	I-90 Upper	no	no
14	14	Iron Horse Trail 2	no	no
	15	144 th Street (Conveyor Frontview)	yes	yes
	16	Mailbox Peak	no	no
	17	Snoqualmie Overlook	yes	yes
		I-90 Median, Eastbound	no	yes

3.2 Impact Analysis Factors

The analysis in the FEIS assumed that most observers would consider views of gravel operations to be an impact. The two most important factors considered in rating the impacts were:

- Visibility: Operation may be fully visible, screened by topography or screened by vegetation. Operations, which are not screened from view, will have a stronger affect on the view.
- Distance between the observer and operations: Unscreened views from points close to the operations may be noticeably affected because the operations occupy a large portion of the view and detail of operations is perceptible. Unscreened views from distant points may be less strongly affected because only color and form are discernable and the operations occupy a small portion of the view.

The FEIS described the major visual characteristics of the conveyor system as:

Located on a hillside but not on a ridge. Views from the side would largely be screened by vegetation, views "in line" with the conveyor alignment will be most affected.

The FEIS ranked the level of impact as high, medium, low and zero based on the following criteria:

- High impact occurs when the operations are close to the observer, occupy a large portion of the view or are not screened;
- Medium impact consists of views where some view of the mining activity would be visible, but the existing character of the view is not anticipated to change;
- Low impact would afford only a glimpse of the mining activity; and
- Zero impact occurs when the operations are not visible.

In determining the level of visual impact, the FEIS considered the conveyor in conjunction with the operations at the upper and lower mining areas. In general, visual impacts that included only the conveyor alignment were considered medium or low.

4.0 Environmental Analysis

4.1 Alternative Alignment

The revised conveyor alignment is approximately 900 feet longer than the alignment studied in the FEIS. The FEIS alignment was approximately 4 to 5 feet above grade while the revised alignment ranges from 22 feet below grade to 25 feet above grade. The amount of clearing for the FEIS alignment ranged from a width of 70 feet to 110 feet with the widest cut occurring at the top of the alignment where it crosses the ridge. The clearing for the revised alignment ranges from 15 feet to 140 feet.

The primary distinctions between the conveyor alignment analyzed in the FEIS and the revised alignment are the locations of the termini at the upper and lower mining areas, the use of different technology that allows more flexibility of the alignment route and the height of the conveyor support structure.

The FEIS alignment runs in a straight line from the northern edge of the upper mining area to the northern edge of the lower mining area. The portion of the alignment at the higher elevation descends along a ridge line for some distance and requires wide cuts at the crest of the ridge to descend to the less steep lower elevations.

The curved belt technology proposed for use in the revised alignment allows for more curvature in the conveyor route and operation at steeper slopes. The upper terminus is moved to the south end of the mining area and the portion of the alignment at the higher elevation will cut across the face of the slope rather than follow the ridgeline. The alignment will utilize both elevated segments and below grade segments to span the steeper portions of the slope, resulting in less overall clearing and grading.

4.2 Elevated Segments Visual Impact

Raising the conveyor height across some sections of the proposed route will reduce the amount of cut and fill necessary to meet the slope requirements of the conveyor. The longest and tallest raised segment will be through a steep, heavily wooded section of

mature Douglas fir trees that are taller than the proposed elevation of the support structure. Side views of the elevated segment are likely to be screened by the trees.

Due to perspective, distance views of the elevated segments that are "in line" with the alignment are likely to be no different from views of segments that are at grade. With the use of concrete trestles or monopoles every 80 feet, except for the access road, vegetation below the elevated sections will be disturbed less than at grade sections reducing the initial impacts of construction. Over time the disturbed areas under elevated sections will re-vegetate providing a green background further reducing the visual impacts to "in line" viewpoints.

4.3 Viewpoint Visual Impacts

Where both the upper or lower mining activity and the conveyor alignment were visible from a specific viewpoint, the FEIS did not distinguish between the visual impacts. Thus, the visual impacts of the conveyor alignment from some viewpoints was considered high in the FEIS. However, when only the conveyor alignment was visible, the FEIS considered the visual impacts to be medium to low.

Overall, the visual impacts of the revised alignment are substantially similar to the visual impacts identified for the alignment analyzed in the FEIS. Individual viewpoints may experience slightly altered perspectives that in some cases reduce the visual impacts and in others may increase the visual impacts. Elevating the structure will not increase visual impacts from any viewpoint. Viewpoints with an "in line" view will not perceive the elevation and may actually experience less impacts due to the retention of existing vegetation under the elevated portions. Side views of the elevated segments will be obscured by vegetation.

A specific analysis from each affected viewpoint is set forth below. The existing visual character of and visual impacts to all 17 viewpoints is documented in the FEIS. This addendum will only analyze the viewpoints where the conveyor alignment is visible and will only discuss the visual impacts of the amended conveyor alignment. Most of the photographic illustrations previously published in the FEIS are not reproduced here. Citations to previously published photographs are "FEIS" for photographs in the FEIS Chapter 12 Aesthetics, Light, and Glare and "Appendix K" for photographs in the FEIS Appendix K North Bend Gravel Operation Aesthetics Technical Report.

4.3.1 Mount Si

The FEIS identified the view near the summit of Mt. Si to include the cleared area for the conveyor alignment and the conveyor, water pipeline and a portion of the maintenance road outside the conveyor alignment. Figure 12-2 FEIS. The FEIS noted that by later phases of the proposal, vegetation established on the edges of the conveyor alignment would likely lessen the visual prominence.

The majority of the proposed mining at the upper mining area, the conveyor alignment and the processing facilities at the lower mining area would all be visible. Notwithstanding the distance from the viewpoint to the project, the FEIS found that the level of impact would be considered to be high. The visual impact of the conveyor alone was not rated. The FEIS alignment is "in line" with the viewpoint and will appear as a straight line from the upper to the lower mining area.

The visual impacts of the proposed revised conveyor alignment are not significantly different from the alignment analyzed in the FEIS. The cleared area at the upper mining area will move to the south close to the clearing visible for the existing maintenance road. The upper portion of the alignment will follow the topographic contour across the side of the slope rather than descend in a straight line. This route is likely to reduce some of the clearing at the higher elevations and appear to be more of a natural feature of the hillside. The lower portion will return to the "in line" alignment similar to the FEIS alignment but will enter the south end of the processing area. From the viewpoint's prospective and distance, it is unlikely that any of the elevated segments will be distinguishable from the segments located at grade level. The retention of the vegetation below the elevated segment will further reduce the immediate impact.

4.3.2 The Uplands

The FEIS found that some distant partial views of the conveyor alignment would be visible however, the overall visual impact was rated low. Figure 2d Appendix K. From this viewpoint the upper portion of the alignment that follows the ridgeline as well as the lower portion are visible as a distant view.

The proposed revised alignment will likely have a similar impact. Moving the upper terminus to the south will cause the alignment to descend below the horizon of the screening topography at an earlier point and less of the alignment at lower elevations will be visible.

4.3.3 Hahn Residence

The view from the second floor of the Hahn Residence is also representative of views from homes across SE 144th Street. The FEIS photographic representation indicates that the view would include a distant view of a portion of the conveyor alignment at the upper elevations and a closer view of the lower elevation. Figure 5b Appendix K. The visual impact was rated low. The closer view is partially screened by existing vegetation. The orientation of the upper elevation is across the slope while the lower elevation is closer to an "in line" view alignment.

The upper elevations of the revised alignment will present more of an "in line" perspective than the alignment analyzed in the FEIS. The distance will remain the same or increase slightly, presenting the same impact on the overall view. Vegetation will partially screen the lower elevation similar to the FEIS.

4.3.4 SE North Bend Way

The FEIS identified the view to include, the cleared area for the conveyor alignment, the conveyor and a portion of the maintenance road outside of the conveyor alignment. Figure 5b Appendix K. The level of visual impact was considered medium.

A longer segment of the revised alignment will be visible across the side of the slope, however, the lower elevations will be less visible. The level of visual impact will remain the same as the alignment analyzed in the FEIS.

4.3.5 Eastbound I-90

The cleared area for the conveyor alignment and the conveyor would be visible traversing the western face of Grouse Ridge in the FEIS analysis. Figure 3-1; also Figure 6c Appendix K. From this perspective, the alignment crosses the slope gradually dropping below the horizon, which is at grade with the highway. The FEIS considered the level of visual impact to be medium.

The revised alignment will have a similar impact. Figure 3-2. The alignment's perspective also traverses the slope but at a lower elevation closer to a horizontal line just above the horizon. Since the alignment more closely follows the topography, less clearing results.

4.3.6 Intersection of 153rd Street and 470th Place SE

A portion of the clearing associated with the conveyor alignment, the conveyor alignment and the conveyor would be visible. The FEIS considered the level of visual impact to be medium. Figure 7b Appendix K. The alignment crosses the side of the slope and descends below the vegetation and topography.

The revised alignment will be lower on the slope. The lower elevations of the alignment are likely to be screened by vegetation and intervening topography. The visual impact will be similar to or less than the FEIS alignment.

4.3.7 Lu Residence 1

From the second floor of the main residence, a portion of the FEIS conveyor alignment is visible. Figure 12-4 FEIS. The FEIS rated the overall visual impact as medium as a portion of the lower mining area is also visible. While not evaluated independently, the visual impact of the conveyor alignment alone would be low.

More of the upper elevation of the revised alignment will be "in line" from the viewpoint. The lower elevations will be obscured below the horizon of the intervening topology. The visual impact will be similar to the FEIS alignment.

4.3.8 Lu Residence 2

From the grounds of the Lu Residence, the clearing associated with the conveyor alignment and the conveyor would be visible. The alignment from this viewpoint is a straight "in line" view with the conveyor coming directly toward the viewpoint. The FEIS considered the level of visual impact to be medium. Figure 3-3; also Figure 12-5 FEIS.

The revised alignment shifts to the west and appears as a "C" shape rather than a straight line. The same amount of clearing is visible and the visual impact is similar to the alignment analyzed in the FEIS. The longest and highest elevated segment occurs just above the bend and will be "in line" from the viewpoint. Due to the perspective and the retention of vegetation below the elevated structure, this segment will likely be indistinguishable from the sections at grade.

4.3.9 SE 144th Street

From this viewpoint a straight on "in line" view of the conveyor alignment, clearing and maintenance road is visible along the western slope of Grouse Ridge. Figure 3-5; also Figure 12-8 FEIS. The FEIS considered the level of visual impact to be medium.

The proposed revised alignment follows the topography of the hillside at a lower elevation. Figure 3-6. Only the clearing associated with the alignment would be visible. The conveyor itself would not be visible. The visual impact of the revised alignment would be considered low compared to the medium level of visual impact for the alignment analyzed in the FEIS.

4.3.10 Snoqualmie Overlook

In the FEIS alignment, a distant view of the cleared area for the conveyor alignment would be visible. Figure 3-7; also Figure 17b Addendum K. The visual impact was considered low.

The revised alignment shifts the upper elevations to the west. Figure 3-8. The lower elevations would be partially obscured by intervening topography. The visual impact remains low.

4.3.11 I-90 Median, Eastbound

The conveyor alignment analyzed in the FEIS did not extend onto the southern portion of Grouse Ridge. No visual photographic simulation was prepared for the FEIS.

The revised alignment extends into this area. In order to see the southern extent of the ridge, the photographic representation is from the median of I-90. Figure 3-2A. This view provides a greater view of the ridge than viewers in the eastbound I-90 travel lanes would experience.

Some cleared area associated with the revised alignment and portions of the conveyor are visible. The alignment transverses the slope of the hillside and follows the existing topography. Existing trees between the alignment and I-90 would screen portions of the alignment. The distance between the observer and the alignment varies from middle ground (1/2 to 5 miles) and distant (over 5 miles). While the alignment is partially screened and will occupy a small portion of the overall view, the contrast with the surrounding forest area is high. Based on the criteria system used in the FEIS analysis, the visual impact is considered medium.

5.0 Mitigation Measures

Enclosing the conveyor in a low-reflective, natural-colored material was identified in the FEIS as a mitigation measure to minimize the visual and glare impacts of the conveyor. This measure is also applicable to the revised conveyor alignment. No additional mitigation measures are identified.

6.0 Significant Unavoidable Adverse Impacts

Clearing associated with the conveyor alignment was identified in the FEIS as a significant unavoidable adverse impact to some viewpoints. The viewpoints were not specified. Elevating portions of the conveyor and moving the terminus of the alignment at the upper mine area will reduce the overall amount of clearing, however the visual impacts from some viewpoints will remain the same.

Insert here

Figure 1-1	Comparison of Conveyor Alignments
Figure 3-1	I-90 Eastbound – EIS Conveyor
Figure 3-2	I-90 Eastbound – Proposed Conveyor
Figure 3-2A	Proposed Conveyor – I-90 Eastbound
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APPENDIX

DISTRIBUTION LIST

Federal Agencies

U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
National Marine Fisheries Service
U.S. Dept. of Fish and Wildlife

Tribal Entities

Muckelshoot Indian Tribe
Puyallup Indian Tribe
Tulalip Indian Tribe
Snoqualmie Indian Tribe
Suquamish Indian Tribe

State of Washington

Department of Fish and Wildlife
Department of Ecology
Department of Natural Resources
Office of Archeology and Historic Preservation
Washington State Patrol
Department of Transportation
Department of Parks and Recreation
Department of Community, Trade and Economic Development

Regional Agencies

East King County Regional Water Association
Sallal Water Association
Middle Fork Well Association
King County East Side Fire and Rescue

King County

Ron Sims, King County Executive
Office of Cultural Resources
Department of Development and Environmental Services
Department of Transportation / Traffic Engineering Section
Department of Natural Resources and Parks
Seattle-King County Department of Public Health

Cities

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Groups and Organizations

Cascade Gateway Foundation

Mountians to Sound Greenway

Snoqualmie Valley School District

Wood River Community

Valley Camp

Sierra Club – Cascade Chapter

Woodriver Area Grouse Ridge Association